

EXHIBIT C

REVolution



Over the past few years Bomardier has been working at a revenue price doing everything possible to make snowmobiling the most exciting way to spend a day outdoors. Now, for 2003, our efforts will hit the sport like a bolt of lightning, changing it forever. Show me, you say?

For starters, we're introducing a whole new way to enjoy the sport. After literally going back to the drawing board, we realized that the first step in all snowmobile design had always been wrong. That's because to design the best did you don't

start with nuts and bolts. You start with joints and muscles. Then our design team realized that maximum comfort came from ergonomics, not from the chassis. So they put you in the most comfortable, most active positionable before we even started thinking about aluminum and plastics.

But once we approached the mechanics needed to accommodate these ergonomics we came to a shocking discovery. Traditional rider positions on all sleds missed the perfect position by 12 inches! What's more, the hip joint has always

been positioned parallel to, or below the knee joint, requiring necessary extra joint to activate big muscles to start or absorb bumps.

Now, having completely changed the way sleds and snowmobiles interact, we've built a revolutionary new M3 729 snowmobile that we're certain will change the industry forever. The new side-spleet ergonomics are evident the moment you set foot



on the turning board. Seated, you're positioned directly at the sled's center point, with the center of gravity dropped even lower beneath you. The changes to the new M3 729 platform have also allowed us to store an unheard of 20 lbs. of the already lightweight-innovative 2X fuel tank. Let's wrap these features in our new 100% aluminum body and the new M3 729's new frame, and you have enhancing comfort and overall performance attributes. Lighter, stronger, faster, more comfortable. We think you got the picture.

The radically redesigned

MX Z-REV

Accessories

Turned
reinforcement



1+1 Seat



Saddle Bag



REV Chrome
Windshield



Mirrors



Yellow Grill



Colored Skis



Colored Knee
Deflector



Choose your package

Go to the back for applications.

MX Z-REV Sport (black)



MX Z-REV Sport (two-tone)



600 cc

From a single block, with a new 8 speed steel valve and intake cylinder lifting 10% more power than the 600cc 600cc Series 2 engine.



3+1 Seating Option

A lot of sport here occasionally a lot of space. The new 3+1 seating option is fully integrated into the design, so it fits the seat - and the REV's dramatic styling - perfectly. The new 3+1 seating option is fully integrated into the design, so it fits the seat - and the REV's dramatic styling - perfectly. The new 3+1 seating option is fully integrated into the design, so it fits the seat - and the REV's dramatic styling - perfectly.



Quick release side panels

Side panels fold forward for easy access to key frame, suspension, drive shafts and belts.



REV Platform

The REV chassis is the stiffest ever. Thanks to its diamond frame, the REV is 600 percent over the SK-Box Z chassis.



Revolutionary Design

Cool new styling and design is sculpted around the frame and suspension, resulting in a lightweight platform.



Windshield and head protectors

A new windshield allows your every move for improved wind protection.



New Skis

All indicator and warning lights are contained in these two LED plugs. They are easy conversion to miles or kilometers.



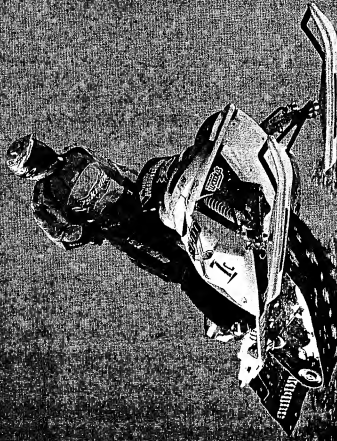
Suspension

The ADV front suspension totally eliminates bump steer. The 10 degree bump absorber improves bump absorption.

When we unveiled the furious new MX Z400V platform on the race circuit in 2002, it refused to play nice. First it tore up the Supercross Pro Open Class each time we let it out. Then it shredded reigning champ's premier event - The XGames. Not only did the RCV platform propel Ben Ray to the event's prestigious Supercross title, it roared off the first line in the sport's newest craze - Hillclimb. And to make a bright yellow flag stop again, 3 of the 10 Supercross finalists were straddling Hildner's new HX400. Since then, racing's hottest ride has boomed past the checkered flag and on to your dealer's floor. Which means the only way to prevent following one all season is to be on one yourself.



**RUNNING AROUND LIKE
WE OWN THE PLACE.**



NEW SKI-DOO FEATURES FOR 2003



Auto Air Suspension
The unique Ski-Doo® suspension system automatically adjusts the air pressure to the weight of the driver and passengers. It also compensates for trail conditions.



SC-10™ III 136
This all-new suspension system even more travel than the previous model, for rough riding conditions.



HPC-VR™
Utilizing a triple tube design, HPC-VR riding through small statter bumps. Combined with high pressure gas, it lives up to the most aggressive rider's demanding expectations.



TRA™ III
Progressive angle design improves power transfer and steering while greatly increasing fuel life.



Electronic Speedometer and Tachometer
New display offers improved readability and more information. The display also includes trip and odometer, hours, oil temperature, Hi/Low beam, brake, and battery. The electronic display also features speedometer and tachometer lights into one highly visible location.



Plastic Skis
The MX Z Legend and Grand Touring™ fan cooled models now come with plastic skis for improved handling and fueling.



Handheld Controls
New handheld mounted controls for lights, hand warmers, electric start, Hi/Low beam, and suspension. Controls are conveniently positioned for improved accessibility.

Rotax

HIGHER FUEL EFFICIENCY. LOWER EMISSIONS. AND POWER THAT'S RIGHT ON.

In 2003, we're introducing 8 new engines for even more performance and fuel efficiency. What a great way to celebrate the 40th anniversary of the Ski-Doo snowmobile line.

To improve fuel economy, save you money and provide a more enjoyable experience, we've introduced the Rotax 4-TEC 800 engine. This semi-direct injection engine significantly improves fuel efficiency by up to 25%, while reducing emissions by as much as 50%. The result is a cleaner, more powerful engine that starts easier, runs smoother and provides more power for every class of rider. It also features an improved carburetor and new magnesium pistons for improved durability.

Also introduced this year is the 4-TEC® Rotax V-1000 engine, the first V configuration 4-stroke engine designed exclusively for snowmobile use. With racing conditions, increasing fuel economy and improving ease of use, it still provides the performance characteristics riders have come to expect from Rotax® engines. You'll also enjoy a unique new sound exclusive to the V-1000 engine.



Cleaner Engines

4-TEC V-1000

Features

- First V-configuration 4-stroke engine specifically designed for snowmobile application.
- Improved fuel economy, up to 25%.
- Increased durability and reliability of engine.
- Reduction of emissions.

Benefits

- Unique sound characteristics and a satisfying level of performance.
- Allows for lower placement of engine and, therefore, a lower center of gravity.
- Lower cost of maintenance and ownership.
- More environmentally friendly engine.

2-TEC 800 (SEMI-DIRECT INJECTION ENGINE)

Features

- 2 injections per cylinder.
- Engine calibration is electronically controlled.
- Exhaust valve is electronically controlled.
- Emissions reduced by as much as 50%.

Benefits

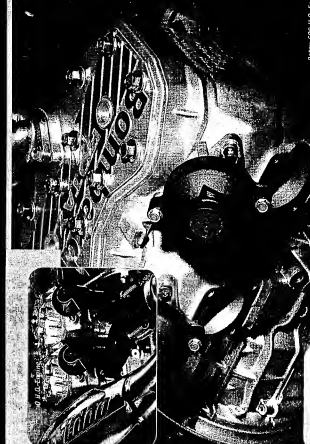
- Improved ease of operation.
- Smoother operation.
- Same performance as a conventional 600cc twin engine.
- Improved performance and smoothness at every RPM.
- Cleaner engine for the environment.

GIVE YOUR THUMB A BIG HEAD.

If it's big-time power you're after, we've got big, big news for you. The new 800 H.O. becomes the king of all Rotax engines by pushing power out by 7%, which results in both better acceleration of the line and top speed.

The new 600 H.O. brings a huge increase in power to the market. In fact, it pushes 100% more power, yet offers improved fuel efficiency and better durability. If you're looking for the new benchmark power plant in the 600cc class, this is it.

For 2003 Ski-Doo snowmobiles after new engines for every class of rider. Including a new 550 H.O. for entry level riders. This little 550cc produces 10% more power (vs. 504 hp), which means a better acceleration and top speed. It also features an improved carburetor and new magnesium pistons for improved durability.



Meaner Engines

800 H.O. ENGINE

Features

- Twin fuel valve.
- Increased compression ratio.
- Improved exhaust porting.

Benefits

- Power improved by 7%.

600 H.O. ENGINE

Features

- Single block.
- New 180° crank valve.
- New 60° crank.
- New 60° crank.

Benefits

- Power increased by 10%.
- Improved reliability.
- Better heat dissipation.

NEW 550 H.O. ENGINE

Features

- Single block.
- New 180° crank valve.
- New 60° crank.
- New 60° crank.

Benefits

- Power increased by 12%.
- Improved reliability.



Mach Z



MX Z-ZX





Supermoto © 2002 Honda

MX-Z ZX-X

When it comes to aggressive performance, superior handling and tough-as-nails reliability, the ZX-X™ platform is the first and true trail racing machine. At the proven chassis of the 2002 Supermoto Slit of the year, it offers a maneuverable, lightweight chassis for cross-country riders. And comes with other goodies like a SC-10 III fully coupled suspension and the same royal Rotax engine that you've come to expect from the MX-Z.



600 R.O.
The new 600cc class Rotax engine has been redesigned for better throttle response, improved low-to-mid-range torque and top speed.



ZX-X Chassis
Greater suspension travel, increased wheel travel, improved steering, better maneuverability and control.



Precision Slits
A dual carbide design provides precise cornering, improved throttle control, and better shifting.



Gauges
New gauges improve readability and other features. New handgrips provide easy access to all controls.



Plastic Slits
All MX-Z fan cooled models come with new plastic slits, improving the look of the slits.



Accessories

SK-Doz Flame Windshield

Red Hand Grips

Red Snow Guard

ZX Headlight Strands

Red Am-Add Running Boards - Rear Fairs

Red Am-Add Running Boards - Rear Fairs

Red Am-Add Running Boards - Rear Fairs

Red Am-Add Running Boards - Rear Fairs

Red Am-Add Running Boards - Rear Fairs

Red Am-Add Running Boards - Rear Fairs

Red Am-Add Running Boards - Rear Fairs

Red Am-Add Running Boards - Rear Fairs

Choose your package

Call your dealer for specifications.

MX-Z Am-Add

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MX Z Renegade

The MX Z Renegade snowmobile is more than a superior trail sled. It's a full-blown full-blown fun sled. Because beyond its power and maneuverability it tackles deep snow like a limbo dancer. This no-compromise hybrid snowmobile is the first true dual-purpose performance sled. A 138" track and 3 1/4" long suspension lets Renegade down the trail and around corners as well as any short-track sled. But take it off in the deep stuff, or up the steep stuff, and the sled's traction provides you the freedom to ride in any conditions.



6000 M.O.
This new 600cc class benchmark licenses power by 10%. Which improves both acceleration and top end speed.



SC-10 III S&S
Adapting the SC-10 III suspension to the Renegade means riders enjoy improved comfort in all types of terrain.



HPC-XLT™
Introducing a type size skis that are designed to improve control, when riding through sand, slush bumps. Contrasted with high pressure gas skis, you'll get the most aggressive riding demanding expectations.



Precision S&S
Dual cross-axle skis with precision cutting edges while virtually eliminating drifting.



MX Z Renegade



Mini Z-REV

Another big change for 2003 is in little sleds. Just as Ski-Doo snowmobiles introduces the MX Z, REV, we're also introducing the all new Mini Z-REV. This 120cc sled is perfect for little riders. It features a new independent A-arm more supportive with 3" of travel. Which allows kids to ride the sled of the future in a fun that's just right for their row. With its controlled speed, silver and solid motor and ease of operation, it's the perfect machine for introducing children to the fun of snowmobiling. And it offers a hassle-free ownership experience for adults.

A LITTLE MORE CHANGE.



THE ONLY THING THAT SLOWS IT DOWN
IS THAT LUMP IN YOUR THROAT.

Summit

What happens when you take the 2002

SkiWest® Mountain
Sled of the year, throw on the latest goodies, and offer
3 new engines? Well, you might just run out of
mountain to climb. Whether you like it steep or deep,
we've got just the swap you're seeking for.



800 H.O. and 600 H.O.
respectively results in
7% and 10% more power
increased track speed and
amazing deep snow pen-
etration. The result is more
aggressive mountain riding.

*Compared to 800, 600 and 400
ccs. Same 3 engines.



52-40-144-114 suspension
These mountain suspension
with a 17° angle of attack
provide impressive snow
flexibility, and won't buck
you off in rough conditions.



2004 Chassis aluminum
chassis and 2005
offers side running boards
and a rolled chassis for
better rider control and
improved performance.
The result is more
aggressive mountain riding
provide better track speed.



Mountain Seat
The seat and offset
new design
greater flexion and
improved riding
control, yet provides a
wide feeling of stance
when riding turns.



TRX III Clutch
Projective angle
clutch lever
transfer to the track
while greatly increasing
belt life.



Back
The cargo rack provides
added storage room.

Accessories

Blue seat.



Aluminum
rucksack.



Colored Jaws.



Colored Snow
Ray.



Summit Windshield.



Colored
Headlight Shield.



Lean Hood.



Shock Protector.



Choose your package

Go to the back of the sled.



Summit Highmark 151



Summit Adventure



Summit Fun





Summit Highmark

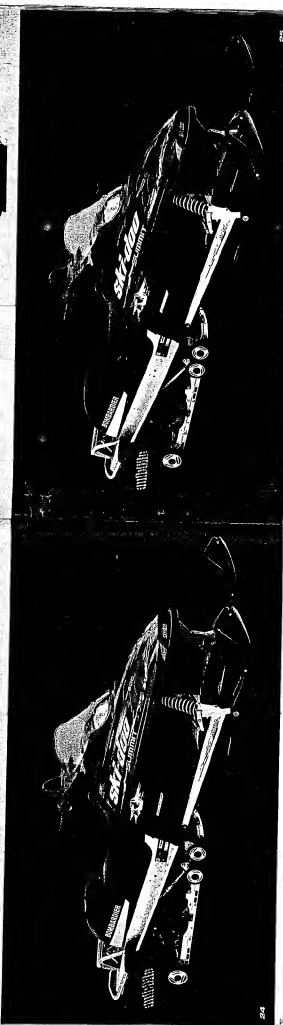
If you're into getting to out-of-the-way places, the Summit Highmark™ is the best way to go. With its long, 151" track it floats over bottomless meadows of snow, while its hybrid lay pattern helps evacuate snow from the rimmed to increase track speed. The extra long track is surprisingly easy to maneuver. Hacking down-sloping through the backcountry is effortless and enjoyable, as possible.

Illustrated photo. Is not actual.



Summit Adrenaline

If the guys you ride with don't run Ski-Doo sleds, they'll have to watch your fun from the below. Because the Summit snowmobile, with its powerful Rotax engine and long track, allows you to ascend to areas that other riders have to cook their necks to see. And having a 22.4 chassis with its rolled chassis, low angle of attack, wide unerring handle, and DPM compressor makes any rider feel like a mountain expert.



Legend





Legend

The first introducing the new Legend line, year 2000 promises to be a new better year for those who want this best of convenience and performance. This fully loaded sled combines

unique, sophisticated styling and aggressive power and aluminum with the industry's first 2-stroke semi-direct injection engine.

When you hit the trail, looking for a little excitement you'll love the new Roxor 2-TEC 600 engine. This semi-direct injection engine not only provides all the power and durability you expect from a Ski-Doo snow-

mobile power plant, it also significantly improves fuel efficiency by up to 25%* and reduces emissions by as much as 50%*. So you save money and enjoy more freedom for those long rides away from it all.

For a smooth and responsive ride, nothing beats the SC-10 TIT suspension. Combine that with dual carbide Precision Sks and the lightest chassis in class, and you've ensured the master of a good time, every time you fire up the engine.

Of course no sled is easier to start and operate than the Legend. Electric start and KERS make it easy to get going and reverse direction at the touch of a button. While features such as hand and thumb warmers and full, adventure-style side mirrors make a full day of riding a thoroughly pleasurable experience.



Roxor 2-TEC 600
This semi-direct injection engine improves fuel efficiency by up to 25%*, while reducing emissions by as much as 50%*. It also reduces operating costs by offering more freedom for long rides. Yet it still offers the legendary power and reliability you expect from a Ski-Doo engine.

*Compare to a Ski-Doo sled.



Precision Sks
A dual carbide design provides precise cornering abilities while virtually eliminating chattering.



V6 Shock
Two shocks in one, the V6 shock design improves comfort in small bumps and provides superior performance in larger ones.



Electric start KERS
Start up and reverse direction at the touch of a button.



DTV (Digital Throttle Valve)
The brain of the sled constantly adjusts for variances in temperature and throttle position to keep you running peak performance.



Plastic Ski
The new molded nylon ski cover with new plastic skis for improved handling and styling.



Electronic Speedometer
The new speedometer offers clear, improved readability and more options.

Track Bag

Saddle Bag



Shock Protector

Choose your package

Go to the back for specifications.

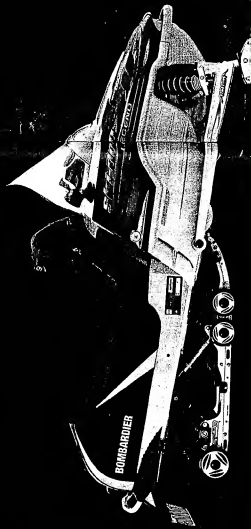
Legend SE Sport

(2-TEC 600/16-1000 only)

Legend SE

Legend Sport

Legend Fun



Handbar controls
New Isotether mounted controls for lights, hand warmers, and reverse are conveniently positioned for improved accessibility.

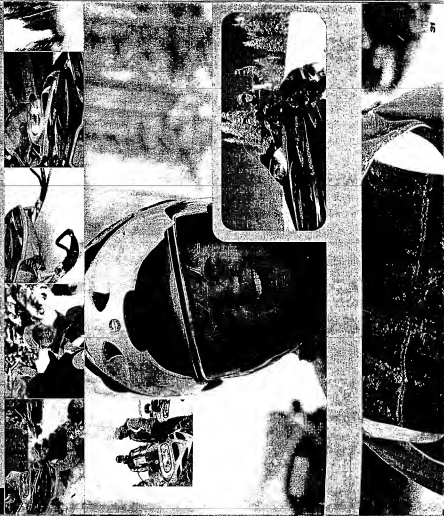
Legend

Comfort and Performance

Although the Legend is a great performance sled, it's also the most enjoyable to ride. The electric start makes starting effortless. While Roaxs Electronic Reverse (ERR) enables you to turn the sled around, at the push of a button, without getting off or pulling on the machine.

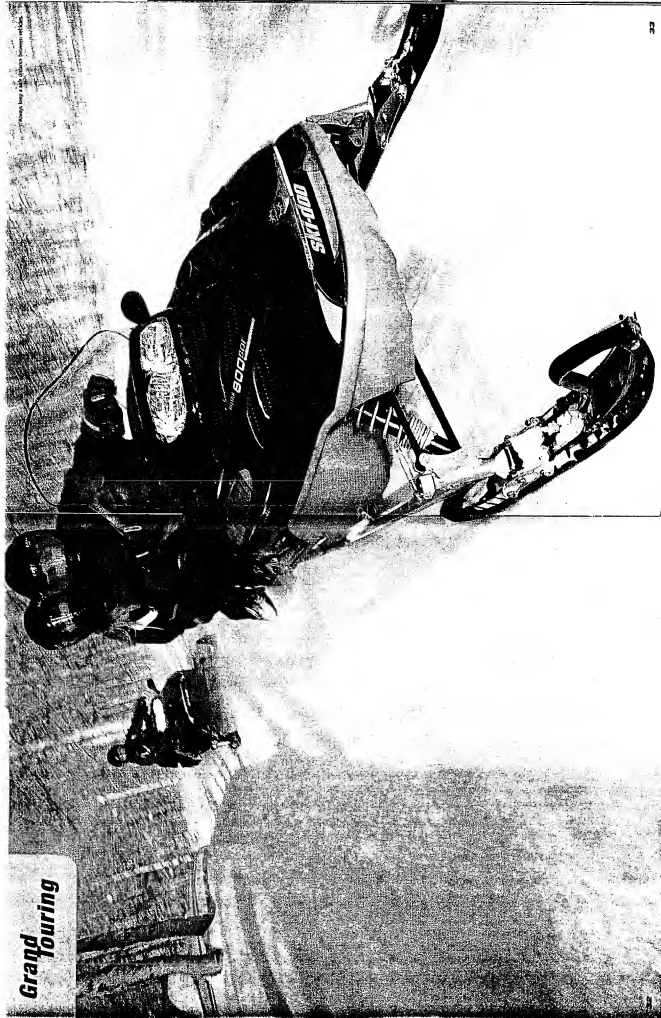
When you flip the switch on the hand and thumb levers, cold fingers become a thing of the past. So are the tired thumbs, thanks to the 7N-40 controls that result in effortless throttle pull. With sleek side mirrors, the Legend allows you to remain well aware of your surroundings at all times.

Discriminating riders will love the complete design of the Legend. Not only is it the lightest sled in its category, it also has the most refined look, with silver and blue graphics packages and stylish 2-D chrome detailing.



HAVE YOUR CAKE
AND DEVOUR IT TOO.

**Grand
Touring**





Grand Touring

Everybody knows that if you want to go in style, you have to go on a Grand Touring ride. Never has that been more true than in 2003. From the sleekness of convenience features to the distinctive styling, it speaks of luxury at every turn.



Accessories



Honda 2-TEC 1000 features 1000 cc, 16 valves, semi-direct injection, which improves fuel efficiency by up to 25%, while reducing emissions. The 2-TEC 1000's 1000 cc does it reduce operating costs, it offers more freedom for long rides. Yet it still offers the legendary Honda reliability and power. Project Forza. Ride Right. TM Honda 2-TEC 1000. TM Honda 2-TEC 1000.



VTEC 1000 is one of the most advanced 1000 cc engines in the world. It improves comfort in small bumps and improves performance in larger ones.



Bombardeo is a 1000 cc engine with a 1000 cc displacement. It adjusts the suspension automatically according to the weight of the driver and passenger, making it ideal for trail conditions.



Bombardeo is a 1000 cc engine with a 1000 cc displacement. It adjusts the suspension automatically according to the weight of the driver and passenger, making it ideal for trail conditions.



Bombardeo is a 1000 cc engine with a 1000 cc displacement. It adjusts the suspension automatically according to the weight of the driver and passenger, making it ideal for trail conditions.



Bombardeo is a 1000 cc engine with a 1000 cc displacement. It adjusts the suspension automatically according to the weight of the driver and passenger, making it ideal for trail conditions.



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Bombardeo is a 1000 cc engine with a 1000 cc displacement. It adjusts the suspension automatically according to the weight of the driver and passenger, making it ideal for trail conditions.



Bombardeo is a 1000 cc engine with a 1000 cc displacement. It adjusts the suspension automatically according to the weight of the driver and passenger, making it ideal for trail conditions.

Choose your package

Get the best of both worlds.



Grand Touring SE Sport
(2-TEC 1000/1000 only)



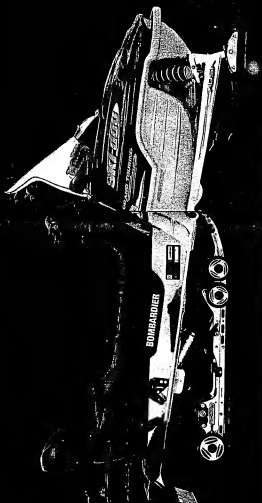
Grand Touring SE



Grand Touring Sport



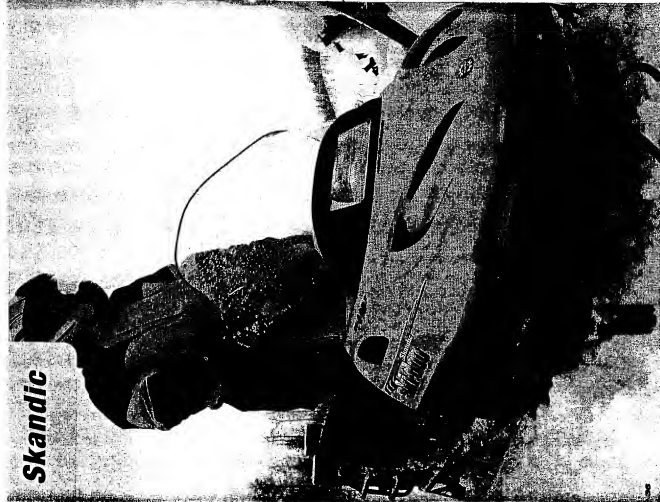
Grand Touring Fun



Bombardeo is a 1000 cc engine with a 1000 cc displacement. It adjusts the suspension automatically according to the weight of the driver and passenger, making it ideal for trail conditions.



Bombardeo is a 1000 cc engine with a 1000 cc displacement. It adjusts the suspension automatically according to the weight of the driver and passenger, making it ideal for trail conditions.



Skandic



Skandic

The Skandic™ is your ticket to and from the deepest, most remote locations in cold country. Because when snow gets deep, these machines can float over, burr through, or maneuver around whatever piles up in your way.

In fact, the Skandic sleds are designed specifically for those who want to go where no other sled could dream of going. Whether you're into exploring, hunting, fishing, or cold weather camping, the Skandic is the perfect companion.

When you have work to do, nothing else you have more fun getting it done than these workhorses. From pulling heavy loads to checking livestock, these sleds love to roll up their sleeves and get to business.

And with plenty of storage in the cargo rack and underneath the seat, you always have plenty of room to take whatever you need to get the job done.

This year there are two new Skandic packages: the SUV and Sport. For those who ride hard in the deep snow, but also do some trail riding. The innovative four-suspension improves stability on trails while maintaining top performance in the deep powder. The geometry of the new SUV rear suspension and greater travel also dramatically improves comfort. Making this the most versatile, rugged and enjoyable sled for the great white north.



Mountain Bar

Adapted from mountain riding, the special grip handles the sled in deep snow conditions.



600cc Motor

This Arctic Series 3 Engine is one of the most powerful engines in its class.



Synchromesh transmission

Our exclusive shift-on-the-fly "Synchromesh" transmission, with two forward gears, reverse, and neutral, allows Skandic sleds to use every ounce of power available when towing.



Cargo rack

Whether it's fun or work gear you need, you can take it all with you. The sled's standard cargo rack.



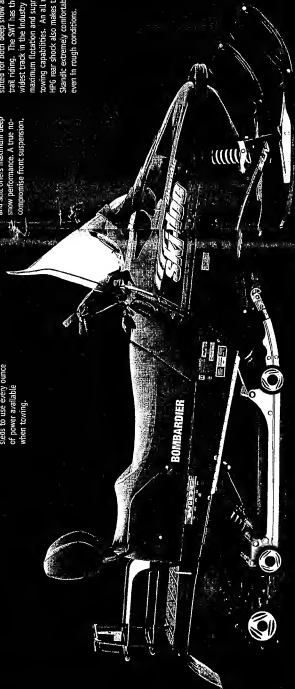
SUV Front Suspension

This innovative front suspension design improves steering, braking, and cornering capabilities. It greatly improves trail behavior and still offers maximum deep snow performance. A true no-compromise front suspension.



Wide Tracks

It's virtually impossible to get stuck with the tracks - up to 24 inches wide - on our Skandic sleds. With 73 to 2.5 inches, they're well suited for both deep snow and trail riding. The SUV has the widest track in the industry for superior flotation and snow clearing capabilities. As a snow sled, our sled also makes the Skandic extremely comfortable, even in rough conditions.



Choose your package

Go to us and for specifications

Work Hard

Skandic SUV

Skandic WT

Skandic LT

Yamaha

Skandic Sport

Play Hard

Skandic SUV

data